

Flight Plan

Winter 1997 Washington State Department of Transportation Aviation Division

Northwest Aviation Conference and Show Coming Up

by Brian A. Holmes, Chief Pilot

The 1997 Northwest Aviation Conference and Trade Show is rapidly approaching. And we changed some things you should know about: the dates and the location. For the last eight years, the Conference and Trade Show has been held on the second weekend of February and has been held in the Tacoma Dome Annex.

For 1997, both of those items have changed: The show now opens February 22nd at the Western Washington Fair Grounds in Puyallup. Remember "Do the

Puyallup" in September for the fair? Now you can do it again with an aviation twist in February. If you are not familiar with the area, see the map on page 10 in this issue of *Flight Plan*.

You wanted more. You wanted more vendors and displays, and more space for speakers. You also wanted less. You objected to paying for parking, having an

expensive and limited food menu. *We listened.*



Admission is FREE.... Parking is FREE.... Vendor space is increased by 20%. A special indoor area for static aviation

displays has been set aside. The food will be plentiful – with a wide variety and reasonably priced.

And for the pilots who want to *fly in*, there is a FREE shuttle service from Pierce County Airport (Thun Field).

So look at the eight pages of Northwest Aviation Conference and Trade Show information starting on page 7. We have the schedules, the speakers, the award winners, maps of the Puyallup area and of the fairgrounds, and other helpful information.

We hope to see all of you "Doing the Puyallup" in February! ■

A Note From Bill

In September the National Transportation Safety Board (NTSB) issued its final report on the April 12, 1995 aircraft accident that claimed the life of Jim Powell. A Civil Air Patrol investigation of this tragic accident called into question the management of the search by the Aviation Division and its personnel. Nowhere in the National Transportation Safety Board report is the conduct of the search questioned. The NTSB report concludes the probable cause of the accident as, "a loss of engine power for an undetermined reason. Factors related to the accident were: lack of suitable terrain for a forced landing in mountains; low ambient temperatures that contributed to hypothermia; the lack of survival equipment; an erratic ELT signal due to a faulty tuning crystal; and a lack of transponder data to assist in the search."

For those of us in the State's Aviation Division, this report provides some long-awaited comfort. The report tells me that the public can have confidence in the ability of the Aviation Division, its volunteers and partner agencies, to perform our vital search and rescue function. And that our state can be proud of the ability of our Aviation Division to carry out its role as manager of aerial search and rescue within our state. ■

Bill

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1997 Training and Education Opportunities

These are the opportunities scheduled to date for 1997.
All are subject to change. You'll soon be able to check for updates at
<http://www.wsdot.wa.gov/aviation/> on the Aviation Division web site.

Search and Rescue

Date	Location	Activity
January 25-26	Boeing Field	Mission Aircrew Course
February 15-16	Boeing Filed	Mission Management Course
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		
April 19-20	Tri-Cities	Mission Aircrew Course
April 26-27	Eastern WA	Mission Aircrew Flight Training
May 2-3-4	Walla Walla	Practice Search
June 6-7-8	Wenatchee	Mountain Flying Course
June 20-21-22	Wenatchee	Mountain Search Pilot Training
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		
July 19-20	Western WA	Mission Aircrew Course
August 15-16-17	Western WA	Practice Search
August 30-31	Western WA	Mission Aircrew Flight Training
September 13-14	Spokane	Flight Instructor Revalidation Clinic
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		
October 3-4-5	Wenatchee	Practice Search
October 25-26	Eastern WA	Mission Aircrew Course
November 1-2	TBA	Mission Aircrew Flight Training (Tentative)
November 15-16	Western WA	Mission Management Course
<i>Prerequisite: Must have already taken Mission Aircrew Course.</i>		

Flight Instructor Revalidation Clinics

Must be a registered Washington state pilot.

January 11-12	Tacoma	South End Neighborhood Center, 7802 South L Street
September 13-14	Spokane	Airport Ramada Inn
November 1-2	Seattle	NOAA Auditorium, 7600 Sand Point Way NE

Aviation Mechanics and I.A. Seminars

March 1-2	Tacoma	LaQuinta Inn
March 8-9	Spokane	Airport Ramada Inn

Training and Education Opportunities Registration Form

To register for a training or education clinic, either complete and return this form to the Aviation Division or call toll-free 1-800-552-0666 (in Seattle, 764-4131). A confirmation notice will be mailed to you.

I wish to attend the _____ clinic in _____ on _____

Name, as it appears on your FAA Certificate _____ CFI Certificate Number _____

Address _____

City _____ Day Phone Number _____

State/Zip Code _____ Date _____



ARE YOU UP IN THE AIR ABOUT PILOT REGISTRATION?

Register with the
WSDOT Aviation Division.
It's a great deal!

- For your \$8.00 you get:
- ✓ Free Safety Seminars
 - ✓ Free CFI Refresher Courses
 - ✓ Free Pilot Guides to Washington Airports
 - ✓ Aviation Search and Rescue
 - ✓ Flight Plan Newsletter

Pilot Registration:
The best \$8 investment you'll
ever make.

Flight Plan

is an official publication of the Aviation Division of the Washington State Department of Transportation. It is designed to inform members of the aviation community and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

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Aviation Division Inaugurates "Home Page"

by Brian A. Holmes, Chief Pilot

After several long months and a lot of hard work, the new Aviation Division home page is up and running on the Internet. We've got some bugs to work out, we want to expand it, and a couple of areas are still under construction. Here is what we plan to offer on our home page:

- The *COM-NAV Frequencies for Washington, Oregon and Idaho*, listing radio frequencies;
- Aviation laws (*Revised Code of Washington*) in effect in Washington;
- Aviation Regulations (*Washington Administrative Code*) in effect in Washington;
- News and articles from our *Flight Plan* newsletter;

- Construction Guidelines;
- Educational opportunities, such as search and rescue classes, mechanics seminars, CFI refresher and mountain flying clinics;
- A calendar of major upcoming aviation events;
- Most frequently asked questions about us and our aviation programs;
- The state emergency and recreation airports; and
- The ability to register via the world wide web for any of our classes, and much much more.

Plus you will be able to *link* to other aviation points of interest, including major nationwide

aviation associations such as AOPA and EAA. Links will also be available to a variety of federal aviation sites, as well as weather.

And by Summer 1997, you will be able to e-mail your comments and questions to any of our staff members direct. In the meantime we invite your comments, questions to my e-mail address. I will direct your e-mail to the appropriate staff member. For now, jot down the following address for the Aviation Division home page:

www.wsdot.wa.gov/aviation/

And for e-mail:

holmesb@wsdot.wa.gov

Type to us! ■



This is a peek at our home page front door. It is currently under construction by the Washington State Department of Transportation's Graphic Communications staff.

Reminder...

**Aircraft registrations
are due
January 31, 1997.**

**Aircraft dealer's
licenses need to
be renewed by
January 31, 1997.**

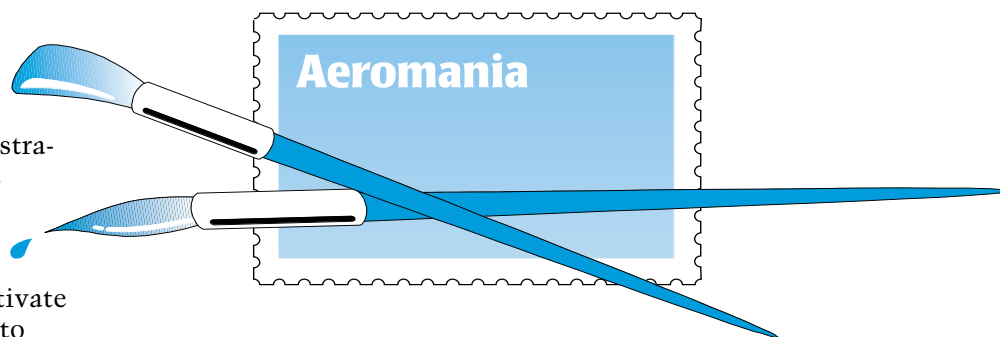
Aviation Art Contest Entries Sought

Every year the National Aeronautic Association, National Association of State Aviation Officials, and the Federal Aviation Administration, in cooperation with the Federation Aeronautique Internationale (FAI), sponsors an International Aviation Art Contest, to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering and science.

We, at the Washington State Department of Transportation Aviation Division, are the sponsors for the state of Washington and we invite you to help us "spread the word" about this fun and exciting competition.

Children from all over the world are asked to compete by submitting a poster depicting their interpretation of this year's theme – an aviation/space-theme postage stamp for an imaginary country called Aeromania.

The Aviation Division has a brochure that contains the details and we would be happy to mail you one. Simply call our office toll-free (Washington State only) 800-552-0666. This information will also be put on the Internet, through the Editorial Services branch of the Superintendent of Public Schools Office, in an effort to reach as many teachers as



possible. We would appreciate any assistance you can provide by passing this opportunity along to the schools in your district.

There are a lot of very talented

bright young folks in our state. Please share this opportunity with your daughters, sons, nieces, and nephews. They just might be the winner. ■

Cheryl Little Named "Unsung Hero"

by Brian A. Holmes, Chief Pilot

Cheryl Little of the Aviation Division was recently honored by Secretary of Transportation Sid Morrison as "an unsung hero." The Unsung Hero Award is a program instituted by the Department of Transportation to recognize those employees "who go the extra mile" – employees that are driven for excellence on the job and take pride in our product.

Cheryl, a ten year veteran of the Aviation Division, functions in a multitude of roles, receptionist, office manager, secretary, and serves as the back up to the aircraft/airman registration

manager. In her capacity Cheryl is involved in a multitude of administrative functions from search

and rescue to airport aid, from obstruction marking to airport inspections. There is really no facet of the Aviation Division that Cheryl is not involved in.

It was a beaming and proud Director of Aviation Bill Brubaker last October when Cheryl was called on stage in front of hundreds of her peers to receive this prestigious

departmental award. Each member of the Aviation Division shares this pride and we say "well done Cheryl". ■



Cheryl Little with Secretary Sid Morrison, Washington State Department of Transportation.

Search and Rescue Statistics: Year to Date

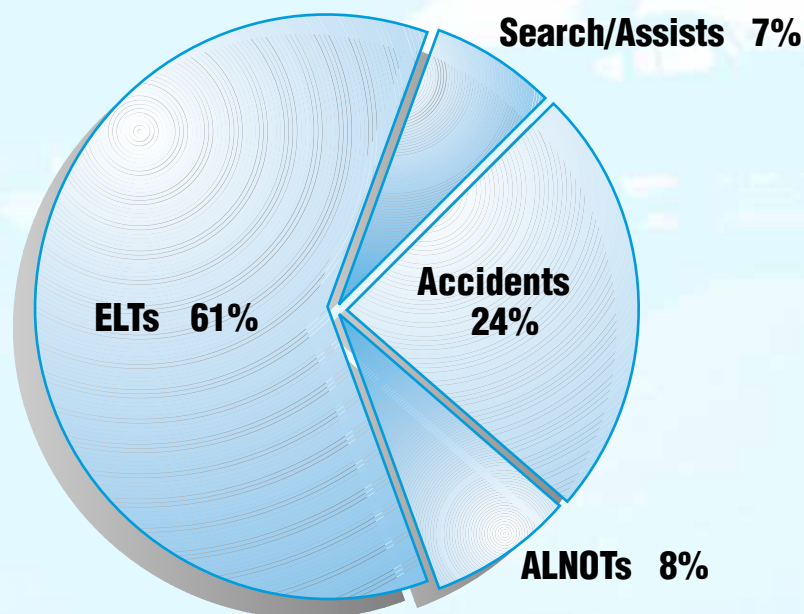
by F.E. "Mac" MacSpadden, Search and Rescue Program Manager

There are now 690 SAR Registration Cards that have been issued. You will notice they each have an expiration date. In order to maintain your registration you must participate in either a class, practice mission or an actual mission within the two-year period that your card is valid for. This will be our first step to ensure currency of our volunteers. This also keeps us up-to-date with address changes.

We are also still trying to collect the information requested from the mission pilots. We need a copy of your pilot certificate and current medical. We need this information before we can reimburse you for your fuel and oil. If you have not already done so, please send as soon as possible.

Just for your information, we held three practice searches this year. One was on July 27-28 in Bremerton, which was attended by 11 people. Another one was held August 24-25 in Vancouver, which was attended by 25 people. The last one was held on October 5-6 in Wenatchee, which was attended by 71 people. That is not a great deal of participation considering we have 690 volunteers. One of the problems was getting the word out to everyone on the dates of these exercises. This year we will strive to do better. We have already picked dates for the practice searches for 1997 – please put them on your calendars. With the help of the new Aviation Division home page on the Internet, hopefully, we will be able to communicate in a more timely fashion.

On October 8, mission #96-1617 was conducted for an Airpac Airlines Piper Seneca, missing on a flight from Spokane to Boeing Field. We were able to respond with 18 aircraft, 2 helos and 36 personnel. The search was conducted in the vicinity of BEEZA intersection of V296 and V187, southwest of Cle Elum. The early part of the search was hampered by ground fog in the valleys. The fog lifted about noon and the wreckage was located at approximately 1:40 p.m. by the team of Dave Brown and Bob Station, six hours after the first aircraft was launched. Unfortunately, the pilot perished, and to date no ruling has been given as to the cause of the accident. Thanks to all that gave of their time to assist. ■



Accidents	85
ALNOTs	30
ELTs	218
Search/Assists	26
Total	359

Certain Aircraft Radios Now Obsolete

by Brian A. Holmes, Chief Pilot

The saga of the older 360 channel com radios has been one of a bumpy ride. Several times it has been proposed that certain older radios be declared obsolete and ordered out of service and several times dates have been delayed and pushed back. Well it appears we are at the end of the line.

Effective January 1, 1997, 360 channel com radios with a frequency stability tolerance of more than 0.003 are, with a couple of limited exceptions, no longer to be used. Now for those trying to figure out just what 0.003 translates to that equals 30 parts per million. Not that it matters. Older radios that were built in the 60s and early 70s often had a tolerance of 0.005.

The question most often posed to us is why do we have to stop using these radios. The answer is really

quite simple. More aviators are talking on more frequencies. Congestion has caused most ATC facilities to add scores of frequencies. We have added ASOS and AWOS, more unicom have come on board. The aircraft spectrum for voice communications is only so wide. It's kind of like a freeway. Once you reach saturation the only way to add more capacity is to reduce the width of the car (in our case the width of the frequency you actually talk on) This means in our freeway example you must make your cars narrower. In communications this is done by increasing the frequency stability and narrowing the tolerance at which you operate. By not restricting the tolerance you run the risk of interfering with other radio transmissions.

The upside of upgrading to new radios means there are more people you can talk to, you can

better interface with the expanding ATC system, more unicom, more weather (ASOS/AWOS).

Federal interpretations at the time this article was being prepared is you do not have to remove the radio from your stack. You are free to use the radio as a *receive* only radio. You are, except in an emergency, prohibited from transmitting on the older radio.

If you are unsure whether your radio is one of the now obsolete ones give the Aviation Division a call and ask for Brian Holmes. I'll be happy to review the list of affected radios and let you know right away. This way we won't have to tie up space here in *Flight Plan* to run the list. ■

Fuel Island Dedicated with Fill Up

A state-of-the-art fueling island was dedicated and opened for business at the Bremerton National Airport in September. The covered facility was funded by a grant from the WSDOT Aviation Division's State Airport Aid program with the Port of Bremerton providing about ten percent of the \$75,000 cost. In addition to the credit card reader, which accepts cards twenty-four hours a day, there's a public telephone (local calls are free) and a closed circuit television camera that keeps an electronic eye on things. ■

Joining the Port of Bremerton commissioners, airport staff and a host of on-lookers for the dedication, were Mac McIver (left) and Bill Brubaker of the Aviation Division, who flew in for the occasion and fueled the state's Cessna 182 from the new facility.



Special Pullout Section



Take This to the Show!

The Biggest and Best Northwest Aviation Conference and Show is Coming in February

by Brian A. Holmes, Chief Pilot

We have a new home, new dates, new stars, and new vendors as the 14th Annual Northwest Aviation Conference and Show debuts February 22 and 23, 1997. For years the show has historically been held on the 2nd week of February and for the last 8 years it has been held at the Tacoma Dome Annex.

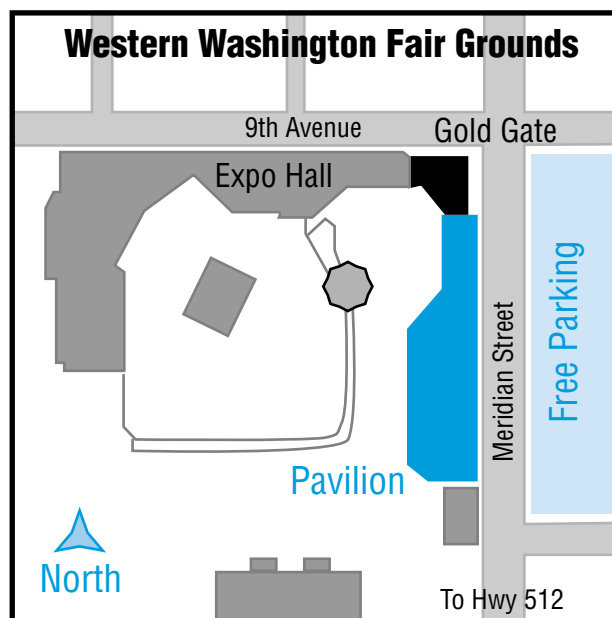
We've grown, as we have from the start, and we needed larger quarters. A bigger area for the vendors to display their wares, larger display area for displays. You also told us you objected to having to pay \$4.00 for parking. You were not happy with the limited food menu and the high cost. Well we've listened and we're excited.

On Saturday, February 22, 1997, the Northwest Aviation Conference and Trade Show will open at the Western Washington Fair Grounds in Puyallup, WA. (If you are unfamiliar with the area, please see a vicinity map on page 8.) Admission is, as it always has been, FREE. Parking is FREE, food will be plentiful and reasonably priced. And the number of vendors is up by 20%. A new indoor display area for major displays will be available.

The format will be familiar. We will have the trade

show with room to grow from 72 vendors to 101. This means more bells and whistles and fabulous things for you to look at, become familiar with, and for the vendors' sake, purchase. The trade show gives you an opportunity to become familiar with products that you've seen advertised. The trade show is always a happy blend of old standby items, new technology, and the hard to find things. It is a cornucopia of aviation. Where else can you meet with so many businesses under one roof? For many the trade show is the highlight of the weekend. The trade show will be held in the Pavilion (use the Gold Gate entrance, see map below).

Upstairs in the Pavilion will be our main auditorium. This is the scene of our opening ceremonies and the recognition of outstanding aviation achievement with the presentation of our awards. (Please see *Good Guys Selected* on page 14). After the brief awards ceremony we get moving with a dynamic line up of speakers for this years show. More about the speakers later in this article. Suffice to say our show has become a rich tradition and such a success that the true aviators of this country are proud to be a part of the show. Even though the main auditorium is upstairs from the trade show travel is a simple escalator ride away.



As always we'll have the aviation sport seminars at buildings near the Pavilion. Our show partner Scott Gardiner, Aviation Safety Program Manager for the Seattle FSDO, is putting together a really exciting group of activities for this year. Our publication deadline for this article was mid November and we did not have the final schedule. But you be sure and watch your mail box for *AERO SAFE* which will have the complete schedule.

Our move to new and larger quarters has another

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Aviation Conference

Continued from page 7

positive side also. We have additional space to offer some great static displays. One of the most popular displays from last year, the South Seattle Community College Boeing 747 Maintenance Simulator, will be returning and will be available for hands on fun. A number of small aircraft and helicopters will also be available for your inspection.

We hope never to need the services of search and rescue, but it is reassuring to know if needed, one of the best programs in the US is right here in Washington State. We will have a special search and rescue display featuring search and rescue specialties from the Pierce County Sheriff's Department and the King County Police Department. Also, Washington Air Search and Rescue (WASAR), the umbrella volunteer group for air search and rescue, will have a display. This is a great opportunity to learn more about search and rescue, survival, and what equipment you should have with you on your aircraft. Also if you are curious about the search and rescue program, this is a display to visit.

Here is the line up of speakers in our main auditorium, and what a line up it is. The following list follows the same order that the speakers will appear. Are you ready for this?

Saturday 10:30 am

Sparky J. Imeson, Author

Author of the best selling book "Mountain Flying" (published by Airguide Publications), Sparky has long been considered the guru of Mountain Flying. Over 17,000 hours grace the pages of his log book. The entries filling his log book offer a true cross section of aviation experience that most of us only dream about. Sparky has served as a Chief Pilot/

FAA Check Airman for a Part 135 operation. He has experience flying air ambulance, aerobatics, spraying, on demand charter, and corporate flying throughout the continental US, Canada, Alaska, and even Brazil.

He is a noted author having written; *The New Mountain Flying*, *The Jackson Hole Bachelor's Cookbook*, *SkyGuide Flight Operations Handbook*, *Instrument Pilot (Airplane) Flight Training Guide*, *Private Pilot (Airplane) Flight Training Guide*,

Introduction to Aerobatics Flight, and several others. Sparky has also appeared in training videos including mountain flying.

Sparky has twice (1974 & 1979) been selected as the *FAA Northwest Mountain Region Flight Instructor of the Year*. Sparky loves to fly. It's really just that simple. He loves to fly, he loves to teach, he loves to excite other people about aviation. You cannot be around Sparky long without catching that enthusiasm.

Sparky was our lead off speaker two years on Sunday morning. The night before and early that morning Western Washington got hit with a winter blizzard. Driving to the Tacoma Dome for the show was next to impossible. Being the true aviator he is, Sparky went on with the show anyway. This year Jeff Renner has promised me that at least for Sparky's presentation weather will not be a problem.

Saturday 1:00 pm

Phil Boyer, AOPA

President Aircraft Owners and Pilots Association and President of

the International Council of Aircraft Owner and Pilot Associations. He is the one speaker you constantly ask for us to have back every year. And each year when you look at standing room only in the auditorium during



Sparky J. Imeson



Phil Boyer

his presentation I am glad that we listened and keep bringing him back.

Phil has been a broadcaster with major market television stations as well as ABC. He was the creator of ABC's "Wide World of Flying," a quarterly subscription based video magazine started in 1987. General aviation has been in Phil's blood since very early in his life. He has served as Vice President

of the American Bonanza Society, President of the Sacramento Valley Pilots Association, and as a member of the Cessna 310-340 Owners of America. Phil assumed the presidency of the Aircraft Owners and Pilots Association in January 1991. In February 1992 Phil was elected president of the International Council of Aircraft Owner and Pilots Association.

Most important to you and I, the aviation enthusiasts, is from his powerful perch at AOPA, he has become an individual that the power brokers in Washington listen to and seek advice from. From user fees to unnecessary AD's, from Airman Medical reform, from ATC modernization to FAA reform, Phil has become *the* voice of general aviation.

Each year Phil takes the time to bring us up to date on the "state of aviation." What's new, what

problems exists, what solutions are available. More importantly he communicates to you and I what we have to do to make

aviation better. Sometimes Phil's comments are deadly serious, other times its refreshing such as when Lois, his lovely bride, was learning to fly and Phil went along. Poor Lois.

Join Phil and look back on 1996 as well as looking forward to 1997. Bring your comments,

concerns and questions to discuss with Phil.

Saturday 2:30 pm

Tom Poberezny, EAA

President, Experimental Aircraft Association. EAA – three letters that excite the imagination of every aviator around the world. From a humble beginning with just a handful of pilots, EAA was founded by Paul H. Poberezny in 1953, and now has grown to an international organization of 165,000 members. Though Paul stayed on as Chairman, the torch of President has passed to his son Tom.

As president of EAA, Tom is responsible for the day to day operations, and has been the Chairman of the annual EAA Fly-In Convention since 1977. To coordinate and shoulder an event that draws 12,000 aircraft and 800,000 visitors to Oshkosh each



Tom Poberezny

year, you must love aviation. Tom is also an avid aerobatics pilot, performer, and competitor. Tom won the United States National Aerobatics Championship in 1973. In 1972 he was a member of the US Aerobatics Team that won the world title in Salon, France. Also in 1972 along with Charlie Hillard and Gene Soucy they formed the "Red Devils" flight team, which evolved in the Eagles Aerobatics Team. The team stayed as one of the top attractions on the air show circuit until the team retired after the 1995 season.

Tom also serves as publisher of six EAA magazines, including the monthly *Sport Aviation*, EAA's flagship publication. Tom has been on your most requested speaker list for years. And for years we have tried to have him speak. While our conference was on the 2nd weekend there was always a conflict with the EAA board meeting. This year our new date gives us the chance to showcase a dynamic pilot, author, showman, and lover of aviation.

Saturday 4:00 pm

Bruce Landsberg, AOPA

Bruce is the Executive Director of the AOPA Air Safety Foundation, a post he assumed in May 1992. As such, he supervises all of the foundations' activities including: training, program development, publications, video, and special educational projects. Those of us that are members of AOPA look forward to his Safety Pilot Column in *AOPA PILOT* magazine. Along with his fellow presenters this year Bruce has a passionate love for general aviation. His career has spanned over 20 years of working for Cessna, *Flying*

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Aviation Conference

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magazine and *Flight Safety International*.

With 5,000 plus hours in the cockpit and holder of an Airline Transport Pilot rating, Bruce is also a ground instructor, FAA Gold Seal Flight Instructor, and 25 year member of AOPA. Bruce appeared last year with exciting and informative presentations on Tactical Weather Flying and GPS. Bruce is back again this year *because you asked for it*. You liked the AOPA Safety foundation seminars on safety.

This year, a new seminar called "*Most Dangerous Game*," will cap our first day of the conference. Bruce will guide you through areas that seem to get aviators in trouble – maneuvering flight, high angle of attack scenarios, along with takeoffs and landings. Although the presentation is *deadly serious*, the seminar is presented in fun-filled spoof of a network television sportscaster style. From the audience you will be looking at the contestants who gamble against gravity, and in most cases, slept through the aerodynamics lecture.

I believe you will see some dumb things done by pilots, a lot of us have been there. This is one safety seminar you won't want to miss!



Bruce Landsberg

Please note that this year Sunday's presentations are especially themed regarding the unexpected emergency.

Sunday 11:00 am

Dave Littlefield and Leland Capps

The names may not be household words, but when you remember what happened last March 20th you'll recognize the names.

March 20th was a Wednesday afternoon. The weather in the Seattle area was pretty good. The kind of VFR weather that beckons you to the air. Ray Ihrke of

Federal Way decided to fly his 1969 Cessna 206 on floats. As he had done many times before, he invited his friend Leland Capps. The aircraft departed from Renton. At 1:15 pm Ray Ihrke became incapacitated and slumped forward. This left Leland Capps in the position of having to take control of the aircraft and land it as soon as possible if his friend Ray Ihrke stood any chance of survival. The only problem? Leland Capps is not a pilot.

Those of us who are pilots can only imagine the horror Leland faced. Those in our family who

are not pilots have often had the same fears. What would happen if the pilot couldn't fly? How would I handle the situation? What would I do? The dramatic situation Leland faced is what makes the 99's Pinch Hitter Course so popular.

A tremendous amount of skill, concentration and luck all came together that Wednesday afternoon. Tests later would reveal that Ray Ihrke had died of heart failure. Leland Capps had the presence of mind and the intelligence to know he needed help and was able to contact the Renton Airport Control Tower. The FAA ATC system is there to help. It is interesting a number of pilots who get in trouble fail to comply with the 4 C's (Climb, Communicate, Confess, Comply). Fortunately Leland in fact knew he needed help and figured out the best

place to get that help.

Three dedicated controllers were in the tower cab that Wednesday afternoon. Cheryl Hoyt, a licensed pilot, Dave Littlefield who is a commercially rated pilot and CFI, and non pilot controller Dave Shettleroe. Dave Shettleroe was working local traffic and took the initial call from Leland at 1:24 in the afternoon. Leland was able to communicate the fact he had an incapacitated pilot and his general location.

As the story unfolds, it is amazing the professionalism exhibited by the controllers and the work Leland did in getting the plane back to Renton. It is tempting to tell that story here. But the place to hear it is from those who lived it. Controller Dave Littlefield and Leland Capps will be onstage to tell their story and answer your

questions. It is a spellbinding, true story. It had an almost happy ending – certainly the ending would have been better if Ray Ihrke had survived.

You will be entertained by this dramatic story. But there is also valuable lessons to be learned. I again return to the fact that the happy ending for Leland happened when he contacted Renton Tower. Dave Shettleroe, Cheryl Hoyt, and Dave Littlefield did a magnificent job. They were recognized when Fred Isaac, FAA Northwest Regional Administrator at the time, presented them with "Outstanding Assist Awards."

Though it is not my intention to diminish the work of these three controllers, it is a service offered almost every day somewhere in this country. Pilots getting in trouble call for help and the Air Traffic Control system responds. Come listen to these two gentlemen, relive this event, respect them for what they accomplished. But remember the next time your in trouble, communicate with either an Air Traffic Control Facility or Flight Service. These people are there to help.

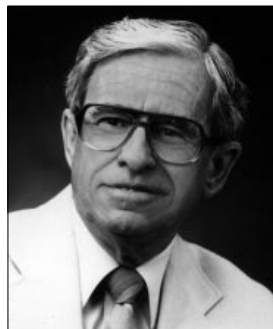
Sunday 1:00 pm

Mick Wilson, Pilot

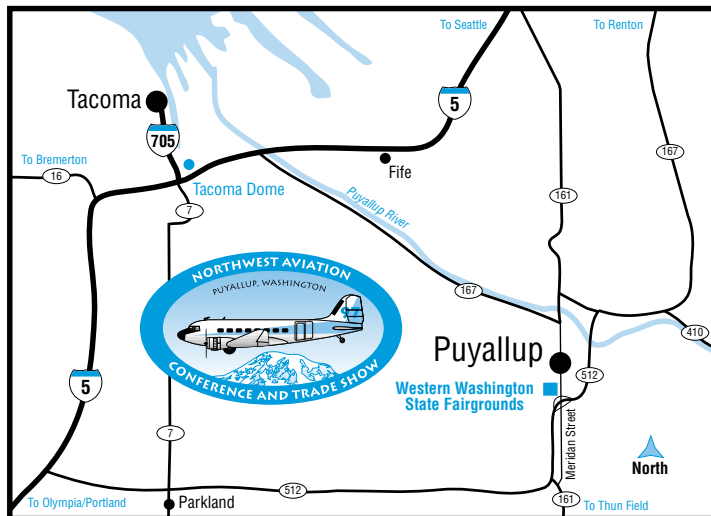
Mick Wilson has spent the past 38 years in general aviation. He holds Airline Transport Pilot for airplane Single and Multi Engine Land; he's a Gold Seal Flight instructor. Also holds Advanced Ground instructor.

For 10 years Mick flew with the U.S. Forest Service in the Rocky Mountain Region flying insect and disease detection. Imagine flying 4,000 hours less than 200 feet above the trees in mountainous terrain. He also owned and operated an aircraft charter company in Colorado with a branch operation in Utah for 10 years. He also began Children's Hospital neo-natal program with fixed wing aircraft.

A member of the Colorado Aviation Hall of Fame, Mick has spoken to over 70,000 pilots. That means he should be well rehearsed when he gets here! Recently Mick retired from the Federal Aviation Administration in Denver Colorado. He was the Aviation Safety Program Manager for the Flight Standards District Offices in Maine, Montana, and Colorado and when he finally retired had worked in this capacity for 15 years.



Mick Wilson



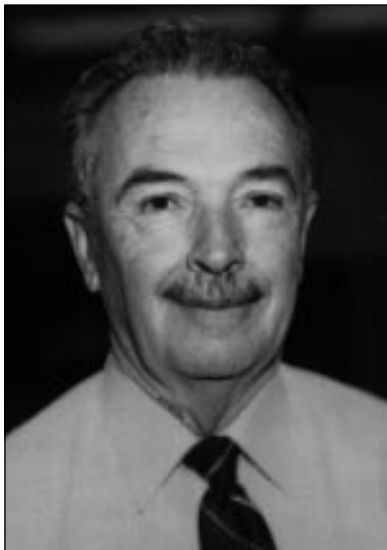
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Aviation Conference

Continued from page 11

Mick is also the author of the book *"How to Crash an Airplane and Survive."* Now don't let that title fool you. He is not encouraging you to go out and crash an airplane. What he says in a factual and entertaining way is the time to be prepared for that emergency off field landing is beforehand. On the job training at the time of a problem is not necessarily the best time to learn.

Those that have attended my mountain and search and rescue classes over the years know I am a big proponent of the concept it is not necessary to die in an off field landing. Here a gentlemen with a marvelous aviation background reduces this data to an easy to read, easy to understand book. In the book and in the seminar he will be presenting, Mick explores: the types of emergency landings, psychological hazards, basic crash safety concepts, and techniques. By the way, we have asked Mick to bring a large supply of his book for those interested in getting a copy. Time and space will be made available so you can spend some time with him and even get your book autographed.



Charles B. Chittum

Sunday 2:30 pm

Charles B. Chittum, FAA

Almost all pilots know that the FAA has a major facility at Oklahoma City, OK. That's where our new pilot licenses, medical certificates, and aircraft registration and title searches come from. Unfortunately, most people don't realize the FAA has major safety and training programs that are conducted in Oklahoma City. The FAA's Civil Aero-medical Institute (CAMI) is home for Charles Chittum and has been for the last 15 years.

Charles has an interesting job, and develops techniques and procedures we hope we'll never need. Charles' specialty is dealing with aircraft cabin safety research. Simply put, this means Charles looks for ways and techniques that can be used by us for survival in the event we are involved in an aircraft accident. Although his specialty is commercial aviation safety, his techniques, hints, and procedures can go a long way towards increasing our chances for survival should we be involved in a crash.

Charles has a wide and varied background that truly makes him a world renowned expert in this field. Hailing from Covington, Vir-

ginia, he completed an engineering technology course at Cambridge College of Arts and Technology (Cambridge England) He also graduated from Rose State College Midwest City, Oklahoma. A 21 year veteran of the US Air Force

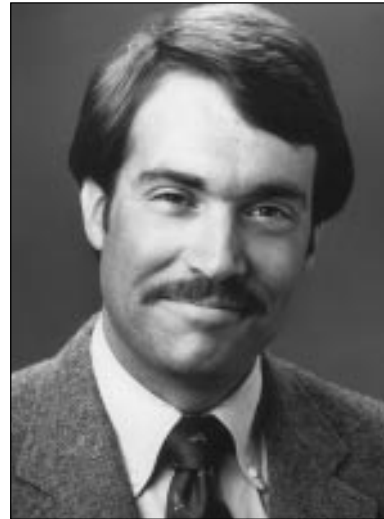
and 5 years with Huntingdon Research Center in Huntingdon England have rounded out his career.

Charles Chittum has become a popular featured speaker on aviation safety. He has traveled the country and

appeared in several major markets on TV. Last year Charles Chittum was featured on NBC's *Dateline NBC*. Those of you who watched the show know you are in for a fascinating, entertaining, and educational hour with the recognized crash survival expert. Whether you fly in general aviation or commercial aviation aircraft, this is an hour well spent.

Wow! Is That A Line Up?

You bet it is, one we are proud and excited about. Now to bring this all together and make it flow takes the guidance of an expert, a pro, and an aviator.



Jeff Renner

Spending the night?

Use this convenient list of Puyallup area motels:

Best Western Park Plaza
9620 South Hill Park Place E
Puyallup, WA 98373-1409
(206) 848-1500

Holly Hotel
423 2nd NE
Puyallup, WA 98372
(206) 845-9966

Motel Puyallup
1412 S Meridian
Puyallup, WA 98371-1056
(206) 845-8825

Northwest Motor Inn
1409 S Meridian
Puyallup, WA 98371-1057
(206) 841-2600

Tamarak Motel
4th and W Main
Puyallup, WA 98371-8900
(206) 845-0466



Schedule

Saturday, February 22

Doors open from 9:00 am to 6:00 pm

10:00 – 10:30 am	Opening Ceremonies
10:30 – 11:30 am	Sparky Imeson
1:00 – 2:00 pm	Phil Boyer
2:30 – 3:30 pm	Tom Poberezny
4:00 – 5:00 pm	Bruce Lansberg

Sunday, February 23

Doors open from 9:00 am to 5:00 pm

11:00 am – 12 Noon	Dave Littlefield and Leland Capps
1:00 – 2:00 pm	Mick Wilson
2:30 – 3:30 pm	Charles Chittum

Jeff Renner, MC

We are proud filling the bill again this year as our MC is Jeff Renner. There are few people who need no introduction. For everyone in Western Washington, and most of the Northwest, that is Jeff Renner. Jeff is perhaps best known for his work as Chief Meteorologist for KING TV (Channel 5) in Seattle where he also serves as the primary on-camera weather personality. With a Bachelor of Science in Atmospheric Science from the University of Washington and a Bachelor of Arts in Broadcast Journalism from the University of

Wisconsin you know he is a well rounded meteorologist and broadcaster.

A great broadcaster and a talented individual you bet. But the aviation community is unique. Our Northwest Aviation Conference and Trade Show is unique. To weave this magic, to make this show come together requires someone who speaks our language. Jeff Renner is that person. Jeff is a commercial pilot, land & sea ratings, single and multi engine. Jeff is also a Certified Flight Instructor Airplane Single engine (land & sea) as well as instru-

ments. And Jeff is active as a pilot. He knows us, he respects us, he is one of us.

Besides being a fixture in broadcasting in Seattle for over 16 years he has also wrote numerous books, articles, and papers such as *Northwest Mountain Weather/Mountaineers*, *Skipper's Weather Companion* and *Pilot's Weather Companion*. Jeff is also an FAA Accident Prevention Specialist on behalf of the FAA.

Now when you add Jeff Renner as MC you really have a great show. I'll see you there. ■

Good Guys Selected

by Brian A. Holmes, Chief Pilot

In our last issue of *Flight Plan* we solicited your help in nominating and helping us select the "good guys". You know those very special individuals and businesses that go the extra mile to help you, to make you feel important, to show they care. You responded, wow did you respond. It is heartwarming to know there are so many wonderful individuals and organizations doing their best to make aviation in our state the best. There are 4 members on the awards committee and I want to tell you this has been the toughest year yet in making selections. We only wish we could have issued an award to all who were nominated, but that's not possible. We are proud to present the following 1996 award winners:

Certified Flight Instructor
of the Year
Long B. Nguyen

Airport of the Year
Chelan Municipal

Aviation Mechanic of the Year
Joe Freudenberg
Juliet Fox Aviation

FBO Award of Excellence
Spokane Airways, Inc.

Avionics Technician
of the Year
Mike Simon
Washington Avionics

Airport Manager of the Year
Bruce D. Thun
Pierce County Airport

Search And Rescue Award
Sgt. John Taylor
Snohomish County
Sheriff's Department

Aviator of the Year
Jan Liberty

Award of Excellence
**Washington State Department
of Transportation
Graphic Communications**

A special note about the award to a member of our own Department. We are a service agency. A big, big part of our service is the communication and transmission of information to you, the pilots of Washington State. We do this several ways: this newsletter (*Flight Plan*), our *Pilots Guide to Washington Airports*, *COM-NAV Frequencies* guide, and our new Internet home page (www.wsdot.wa.gov/aviation/) are just a few examples. Others include portions of the graphics and signage used during the Northwest Aviation Conference and Trade Show.

For 19 years, **WSDOT Graphic Communications** and their group of very talented, dedicated, and loyal graphic designers and text processors have supported and helped us produce the books, pamphlets, documents, posters, and now our home page. The work has *always* been professional, timely, and attractive. We have gone in with short deadlines, changed minds, and demanded new technology. Each and every member has done their best to ensure you get the best. We thought it time we recognized their outstanding efforts. ■



Washington State Transportation Commission Seeks Input Aviation Policy Development for an Expanded State Role

by Theresa Smith, WSDOT Aviation Planning Manager

Air transportation affects everyone – whether we are visiting relatives in a neighboring state, ordering auto parts from a parts store, enjoying a Sunday barbecue, eating an apple or recreational flying. Our state's population continues to grow. With this growth comes the need to move more people and freight than ever before – while at the same time protecting our quality of life. The needs, influenced by this growth, are giving rise to challenges in statewide air transportation issues.

The Washington State Transportation Commission seeks to identify those challenging air transportation issues and develop a focused aviation policy to address the issues. The goal of the Washington State Transportation Commission is to identify state interest and whether there is a need for a state role in offering remedy to the pressing aviation issues. Issue areas posing great challenge to our state's aviation system include: retention and prevention of the loss of existing airports; siting new and expanding airports; landside access to airports; mitigation; and local, regional and state economic development.

To serve as a resource in policy development, the Transportation Commission has created an Aviation Policy Advisory Committee. The advisory committee will identify the issues and deficiencies challenging the aviation system, identify accountability to solving the challenges, recognize an identified state interest, if any and provide final recommendations on an expanded state role – if a role is identified – to the Washington

State Transportation Commission. Members of the Advisory Committee were chosen to represent different stakeholder perspectives from across the state. While it is understood that members may not speak for other stakeholders in their interest group, members of the Advisory Committee have a responsibility to: communicate the assignment of the Advisory Committee to their constituencies, communicate the issues discussed during the Advisory Committee meetings, and bring feedback to meetings on the ideas, concerns and comments of their constituencies.

The Advisory Committee is represented by the Washington State Transportation Commission, the Washington Airports Management Association, small general aviation airports, Washington Public Ports Association, Washington Association of County Officials, Association of Washington Cities, Metropolitan Planning Organizations and Regional Transportation Planning Organizations, Washington Pilots Association, Aircraft Owners and Pilots Association, Airlines, WSDOT Regional Administrators and Executive Board Members, Federal Aviation Administration, freight mobility representatives, legislators, transit providers, business representatives, community representatives, fixed base operators and the general aviation community.

The policy committee process will include four Aviation Policy Advisory Committee meetings. Three of these have already occurred: November 7, December 3,

1996, and January 7, 1997. The last meeting is set for February 4, 1997, from 10:00 am to 3:00 p.m. at the Red Lion Hotel, 18740 Pacific Highway South, SeaTac, Washington. Those needing additional information should call Theresa Smith, WSDOT Aviation Planning Manager, at (206) 764-4131 or 1-800-552-0666.

In addition to the Advisory Committee, the policy development process will include a proactive public outreach effort. Our outreach to you includes such things as open houses, newsletters, briefings, presentations, questionnaires and other tools we can use to get the word out to you – and receive your input into the process. As well, information will be available on the Washington State Department of Transportation homepage – <http://wsdot.wa.gov/aviation/> – for those with internet access at home or the local library.

The Transportation Commission wants your input in the development of the aviation policy as well as the recommendations of the Advisory Committee. While final policy decisions will be made by the Transportation Commission, it is important to comment on the content and logistics of the policy development.

For those wishing to receive briefing materials or wish to comment on the policy development, please call (206) 764-4131 or 1-800-552-0666. ■

Paine Field Appreciation Day Attracts Crowd

Nearly a thousand people braved early morning fog followed by severe clear to attend the first ever Paine Field Airport Appreciation Day on Saturday, September 28th. The event was co-sponsored by the airport and the Paine Field Chapter of the Washington Pilots Association, with a goal of educating the public on the world of general aviation.

In addition to information booths, static displays of general aviation and vintage aircraft, including a warbird or two, the Experimental Aircraft Association Young Eagles program introduced over 120 youngsters to general aviation by taking them flying.

Other participants at the Everett area airport included Big World of



Flight for Education, the Museum of Flight, and the Aviation Academy. The admission was free. ■

The WPA booth attracted lots of visitors at the Paine Field September event.

Post Office to Issue Classic Aviation Stamps

The United States Postal Service will be releasing a sheet of twenty 32¢ stamps with a different aircraft on each stamp that will be of interest to the general aviation community.

The "Classic American Aircraft" stamps features 22 planes (including the two aircraft in the top border) that span the first 50 years of American aviation history.

While famous wartime and civilian planes are represented, the set is more intent on emphasizing innovation and technological advances.

Bill Phillips, of Ashland, Oregon, one of the world's leading aviation fine art

print artists, illustrated the collection, which includes the following aircraft: Pusher, Sabre, Mustang,

Model B, Cub, Vega, Alpha, B-10, Corsair, Lightning, GeeBee, Staggerwing, Flying Fortress, Stearman, Constellation, Stratojet, Peashooter, Tri-Motor, DC-3, 314 Clipper, Jenny, and Wildcat.



The stamps will be coming out on July 20, with first day covers available from Dayton, Ohio – the home of the Wright Brothers.

To view the stamps in color on the Internet, go to this address: www.usps.gov/stamps/97/97002stp.htm ■

U.S. Customs Offers New “GATE” Program

by Brian A. Holmes, Chief Pilot

Pilots have been asking for years for a simplified process for crossing between the U.S. and Canada. Organizations such as AOPA have also carried the banner in attempting to come up with a better way to lessen the inconvenience of a border crossing. The answer comes in the form of GATE (General Aviation Telephonic Entry Program) developed by the U.S. Customs service for *qualifying* general aviation aircraft entering the United States from Canada. Customs believes that this new program combines the proven benefits of facilitation and selectivity.

Customs officials analyzed historical data and came to the conclusion there has been a high degree of compliance with Customs and other agency laws and regulations for aircraft arriving from Canada. It was Custom's desire to reward compliance and free up valuable resources to be applied towards those individuals who choose not to comply.

To participate in the GATE program you must be approved in advance by U.S. Customs. After you receive approval you may call 1-800-98-CLEAR between 3 and 72 hours prior to arrival in the U.S. and receive a telephonic entry number.

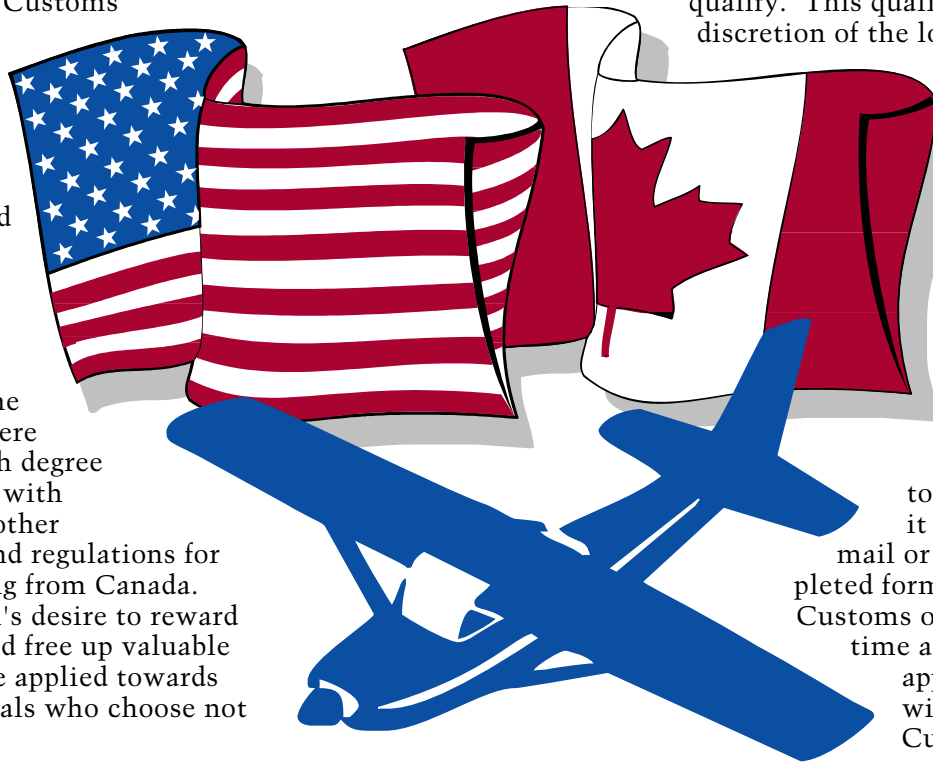
To apply you must be a citizen or a permanent

resident alien of the United States or Canada. Landed Immigrants in Canada from Commonwealth Countries may also apply.

Only U.S. or Canadian registered aircraft arriving in the United States *directly* from Canada qualify for this program. Aircraft transiting Canada do not qualify. Most municipal airports and some private owned public use airports may also qualify. This qualification is at the discretion of the local Customs office serving the airport.

Remember you must qualify in advance for this program. To apply simply contact any U.S. Customs office and request the **Application For General Aviation Telephonic Entry Program** (Customs Form 442). Fill it out completely and mail or turn in the completed form to your nearest Customs office. In a short time a letter indicating approval or denial will arrive from U.S. Customs.

Customs offers a nice brochure on their program. You might ask for a copy of it also. The program is a giant step forward in our quest for easier clearance back into the U.S. Before this program will be expanded it has to prove successful. Pilots are urged to become familiar with the restrictions and not take advantage of the program. ■



A Suggested Self-Briefing Format Using Computer Products

by Robert L. Jackson, Meteorologist in Charge, Seattle Center Weather Service Unit, (CWSU)

The format that FAA weather briefers follow is recognized as the best way to present weather information to pilots and is still useful, even with the advent of computer self briefings. If you are briefing yourself, you may want to follow the same format. Below is a copy of the format, and a list of weather products in which information is found for each of the items. (May not be all inclusive)

1. Adverse Conditions

Observations	FAs
Current charts	TAFs
SIGMETs	TWEBs
AIRMETS	FDs
CWAs	WSTs

2. Synopsis

FA
TWEB'S
Current charts

3. Current Weather

Surface MTR (METARs)
PIREPs
Satellite imagery
NWS charts which include:
Radar
Surface analysis
Upper air analysis
Weather depiction

4. Enroute Forecasts

FAs
TWEBs
TAFs

5. Destination Forecasts

FAs
TWEBs
TAFs

6. Winds and Temperatures Aloft

FDs
Upper air analysis
Winds aloft forecast charts

7. Aeronautical Information

NOTAMs
NOTAM publication
FAA FSS
DUATS

8. Request for PIREPS

A briefer will ask you to give PIREPS while in flight, however, with computer briefings, you are on the honor system.

9. Closing Statement

A pilot weather briefer will often give you a summary of the briefing. If you are self-briefing, it is a good idea for you to make your own summary. **See that it makes sense to you, if not, then re-evaluate the situation.**

Contraction Definitions

CWA Center Weather Advisory
FA Area Forecast
FD Winds/Temps Aloft forecast
TAF Terminal Aviation Forecast
LLWS Low Level Wind Shear
MTR METARs (Surface Observations)
PIREP Pilot report
TWEB Transcribed Weather Broadcast
WST Convective SIGMET

Some Important Items to Remember:

I. Cloud Heights in Forecasts

A. Given in feet above ground level (AGL):

1. In surface observations (MTR)
2. In Terminal Aviation Forecasts (TAFs)

B. Given in feet above sea level (MSL) in:

1. AIRMETS
2. SIGMETs
3. Center Weather Advisories (CWAs)
4. Aviation Area Forecasts (FAs)
5. Transcribed Weather Broadcasts (TWEBs)
6. PIREPS
7. Winds aloft forecasts (FDs)

The exception in the first six products above is when the word "CIGS" is used. If "CIGS" is used, the heights following are above ground level.

Suggested Self-Briefing Formats

Continued from page 18

II. AIRMET

- A. Covers light to moderate aviation weather hazards.
- B. Intended for all aircraft.
- C. The phenomenon is expected to cover 3,000 sq. miles or more.
- D. Items covered:
 - 1. **Non-Convective**
 - a. Turbulence, Clear Air Turbulence (CAT), and LLWS
 - b. Icing
 - c. Sustained surface winds of 30 knots or more
 - d. IFR conditions
 - e. Mountain obscuration

III. SIGMET

- A. Covers greater than moderate aviation weather hazards.
- B. Intended for all aircraft.
- C. The phenomenon is expected to cover 3,000 sq. miles
- D. Items covered:
 - 1. **Non-Convective**
 - a. Turbulence, Clear Air Turbulence (CAT), and LLWS
 - b. Icing
 - c. Widespread dust storms, sand storms that lower surface or in flight visibility to less than 3 miles.
 - 2. Volcanic ash

IV. Convective SIGMET (WST)

- A. Issued for thunderstorms and related phenomena.
- B. It is assumed that thunderstorms will be accompanied by severe or greater turbulence, icing, and LLWS, so **these conditions will not be mentioned in the WST.** However, hail and tornadoes will be mentioned, if expected.
- C. Intended for all aircraft.

- D. Issued when the following occurs, or is forecast to occur:
 - 1. Severe thunderstorms
 - 2. Embedded thunderstorms
 - 3. A line of thunderstorms
 - 4. An area of active thunderstorms affecting at least 3,000 square miles.

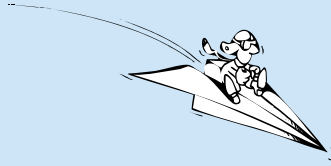
V. Center Weather Advisory (CWA)

- A. Supplement to, or issued in lieu of SIGMETs, AIRMETs, or WSTs, usually for events that do not meet the areal coverage required for SIGMET or AIRMET.
- B. May cover convective or non-convective phenomena.
- C. May be issued at the discretion of the meteorologist.

VI. Terminal Aviation Forecast (TAFs)

A 24-hour forecast that describes weather conditions expected within 5 miles of the center of the runway complex.

- A. Ceiling, Visibility, and Wind
 - 1. A ceiling is when *more* than 1/2 of the sky is obscured by clouds.
 - 2. If a forecast is for a BKN ceiling, and OVC occurs instead, it is still considered a good forecast.
 - 3. All elements remain in the forecast until taken out at a later time. Let the following forecast example explain: 25010KT 5SM -RA SCT020 OVC40 TEMPO 0206 BKN20. When the ceiling is 20 BKN, the 40 OVC layer still exists, as does the rain and wind.
 - 4. LLWS will not be mentioned if generated by convective activity. ■



We want to hear from you...

We want to know...

- ... what articles or information would you like to see in *Flight Plan*?
- ... what questions you want answered concerning aviation in Washington?
- ... what information and links would you like to see on our home page?

Please write or call us.

Bill



**Washington State
Department of Transportation
Aviation Division**

King County Int'l Airport / Boeing Field
8900 East Marginal Way South
Seattle, Washington 98108-4024